GEOGRAPHIC NEWS BULLETINS

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Contents for Week of April 22, 1929. Vol. VIII. No. 9.

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STREET DANCING GIRLS OF OLD DELHI

(See Bulletin No. 5)

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Teachers to Meet in Hamlet's Castle

EDUCATION will walk with famous ghosts this summer in Denmark. American teachers will join teachers of many lands in the New Educational Fellowship which meets for two weeks in Kronborg Castle at Helsingor. Read Elsinore for Helsingor and the relation of ghosts to education becomes clear. Kronborg Castle is reputed to be the place in which Shakespeare laid the scenes of *Hamlet*.

The castle lies close beside the shore of the narrow sound that separates Denmark from opposing coasts of Sweden, and was built originally to levy toll upon merchant vessels passing through on their way to rich trading cities of the Baltic.

Present Castle a New Building in Shakespeare's Day

The many-towered, battlemented structure as it now stands was a new building in Shakespeare's day, having been completed in the latter part of the sixteenth century. A former castle stood on this spot from the earliest times. Although legend dates the real Prince Hamlet as living about 900 A.D., Shakespeare places the scenes of his tragedy in the sixteenth-century structure.

There is a tradition in Elsinore that Shakespeare as a lad came to Kronborg in the company of certain players who accompanied James I of England when he visited the castle on the occasion of his wedding to Anne of Denmark. Whether this be true or not, scenes of the tragedy tally remarkably with the actual floor plans of the castle. Here is a platform on which the ghost walked, the lobby to the throne room, and long stairs for Ophelia's tripping feet. Without are the battlements that "beetle o'er the sea."

All is in such similar arrangement that modern players at Elsinore are able to present *Hamlet,* scene for scene, on the very spots of the poet's placing. One story, however, says that the ghost did not really appear on the rampart, but on the balcony of one of the towers.

Famous Actors Play *Hamlet* in the Original Setting

So great is the power of tradition that, although Kronborg was not built until some five hundred years or more after Hamlet's legendary life, the entire building is soaked in the atmosphere of Shakespeare's creating. Every tower and battlement is suggestive of the spirit of the poet's Prince of Denmark, truly a triumph of romance over dull reality.

At intervals world-famous actors visit Elsinore to play *Hamlet* in its original setting. Thousands of travelers annually flock thither to view these performances or merely to bask in the memory of medieval romance. Income from these poetic visitors may be imagined to equal the toll money for collection of which Kronborg Castle was actually built, a practice which has now been abandoned.

Bulletin No. 1, April 22, 1929.

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AN ELECTRIFIED ROAD IN THE CASCADES

With its Cascade and Rocky Mountain divisions electrified, the Chicago, Milwaukee and St. Paul Railway has taught America how to conserve its fuel supplies. Rivers running down the mountains pull heavy trains up, and a trip by rail without coal-gas and cinders, and minus jerks and jars, becomes a delightful excursion amid some of the world's most majestic landscapes. The overhead wire type of transmission (shown above) is used on the Milwaukee, the New Haven, and the Pennsylvania main line out of Philadelphia. The Pennsylvania Terminal and the New York Central use the third rail for power transmission (See Bulletin No. 4).

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Fairs Are Big Business Abroad

SEVILLE and Barcelona both open huge fairs this spring, the former a Spanish-American Exposition, the latter an International Exposition, which is chiefly an industrial fair.

Europe has many more trade fairs than the United States. While American buyers journey to year-around showrooms established in large cities, European merchants go to sample fairs to purchase stocks.

Some of these fairs date from remote antiquity. That at Lyon in France was first held by special grant from Roman conquerors. Leipzig fairs had their origin in the reign of the Emperor Maximilian of the Holy Roman Empire. The world-famous gathering at Nizhni Novgorod on the Volga River was instituted by the Tsar Michael Fedorovich in the seventeenth century.

Sometimes Exhibitors of One Country Will Build a Native-Style Hall

On the other hand, many of the most successful commercial fairs of modern Europe are of post-war origin. To this class belong those held at Posen and Lemberg in Poland; Zagreb, Yugoslavia; and Saloniki, Greece. In these cities the industry of new-old Europe is raising its head.

The Winter Show of Auckland, New Zealand, which incidentally takes place in June, attracts wide attention in the southern hemisphere. Guayaquil, Ecuador and Santiago in the Dominican Republic are among the fair towns of the Latin-American republics. There are old-established exhibitions at Praha (Prague), Vienna, Milan, and Frankfort.

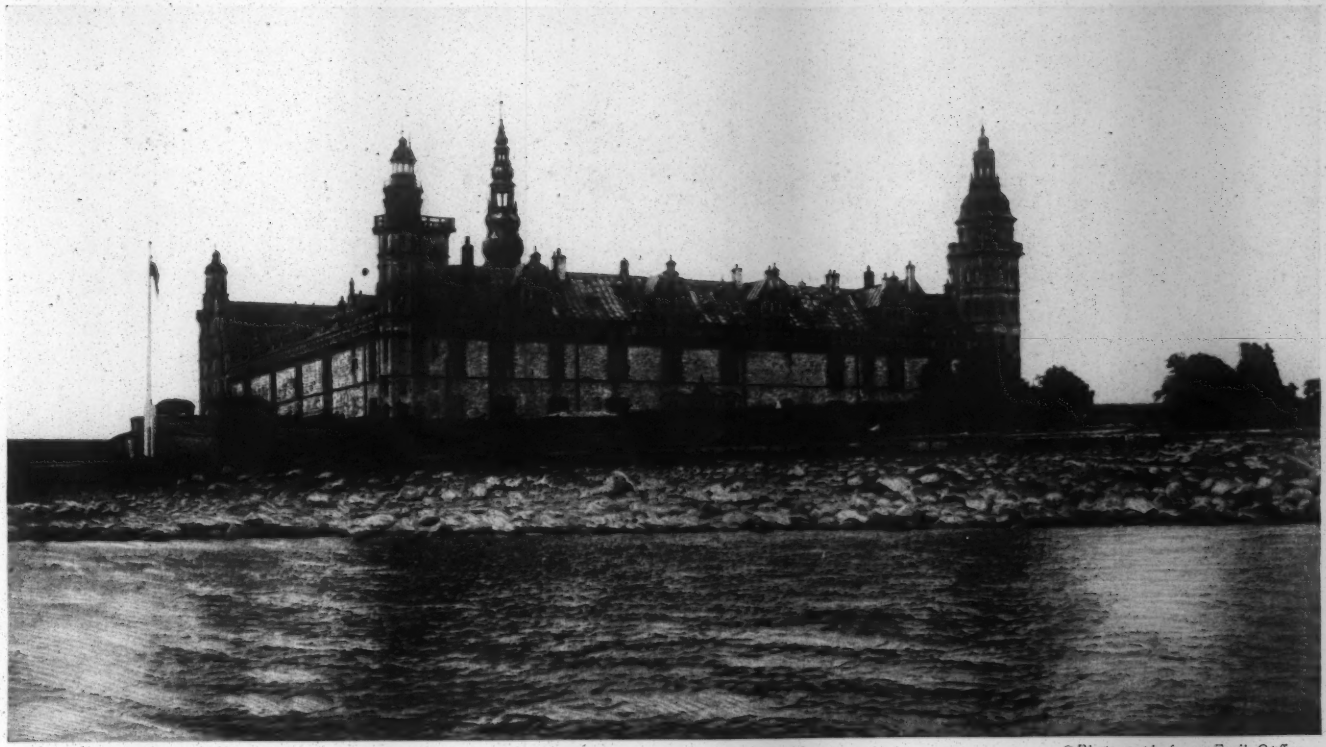
At all of these places and many others, manufacturers from near and far exhibit their wares, and local merchants and farmers arrange booths for display of native industries. Samples of every sort are set forth in the most attractive manner possible, and salesmen are usually at hand to take orders from visiting buyers, many of whom come from a distance with the express purpose of renewing their stocks. At some fairs all the exhibitors from one country combine in a building built in their national architectural style, while in others the exhibits are arranged according to their nature, all machinery from each country, for instance, being grouped in one place.

Older Fairs Grew from Church Celebrations

The expenses of the exhibition are defrayed variously from gate receipts, subscriptions from merchants, and at times by government aid. Such international displays have a beneficial effect on trade between nations.

Many of the European fairs have a medieval origin. They generally began under the patronage of some monastery on the occasion of the celebration of a saint's day. Such fêtes attracted vast crowds, and the merchants were not slow in seizing the opportunity to combine business with pleasure. Later feudal lords granted special charters for fairs to be held under the protecting walls of their castles. All other trade was suspended within a usual radius of 7 miles for the duration of the fair, and special courts were held to settle trading disputes arising from fair transactions. In these fair courts, called pie-powder courts in England, originated the law merchant or commercial law of Great Britain.

Famous fairs of this sort were instituted by the Doges of Venice and were



©Photograph from Emil Opffer

WHERE HAMLET PHILOSOPHIZED AND PROCRASTINATED, TEACHERS OF MANY LANDS WILL MEET

Kronborg Castle is believed to be the royal Danish palace Shakespeare had in mind when he wrote his famous tragedy. Local legends declare that the ghost did not appear upon the rampart, but on the outside of one of the towers. Kronborg Castle was originally built as a toll gate, receiving levies from vessels passing through the Sound between Denmark and Sweden.

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Guatemala City, Just a Short Hop from the United States

OPENING of the Brownsville, Texas, to Mexico City air line encourages Guatemala City to expect airplane service soon.

The capital of Guatemala is on the line of flight to Panama. The future will probably see airplanes flying south from Brownsville, touching at Mexico City and Guatemala City, and making connections with the Miami-Havana-Panama airplane service at Tegucigalpa.

Colonel Lindbergh last year and Captain Eaker last month blazed air trails to Guatemala City. Captain Eaker stopped there on his attempted dawn-to-dusk flight from the United States to Panama. Soon it will be just a convenient hop for American tourists.

"Guatemala City belongs to Old Spain," writes Thomas F. Lee in a communication to the National Geographic Society. "It is a city suggestive of the Moors, with narrow streets, varicolored houses, deep-set, barred windows, bright patios, porticoes, and colonnades.

Guatemala Has Built Its Capital on Three Different Sites

"Guatemala's capital has always been Vulcan's plaything. He has shaken it down, even destroyed it, and has seen it rise again on three different sites and under as many names.

"In 1527 Pedro de Alvarado began the first city on the lower slopes of Agua Peak. In 1541 came a night of torrential rain, lightning, thunder, and earth rumblings, then a terrifying shudder. The crater of Agua was torn apart, and the lake which filled it rushed down to overwhelm the city.

"A new capital, built a few miles to the northeast, became one of the most imposing cities of the New World, with splendid palaces and more than sixty impressive church buildings. The old city was but a memory, earthquakes were forgotten, and all seemed well as the new capital grew richer and more powerful.

"In 1717, with an eruption of Fuego, came an earthquake that leveled the city. Again it was built and again shaken down in 1773, the year of the Boston Tea Party.

Present City, Shaken Down in 1917, Has Been Rebuilt

"The capital was again transferred, this time 30 miles away to the site of the present city, and the life of the people moved on until 1917 when a series of tremblings cracked the thick adobe walls and then crumbled them. Since 1917 the capital city has again been practically rebuilt.

"The population of the present capital is more than 100,000. The city, set in the midst of the Valley of the Rio de las Vacas (Cow River), is hemmed in by low mountain ridges and a group of imposing volcanoes.

"At one time the church and the clergy dominated the capital city, and the monastic orders built many really magnificent structures. The orders were banished, however, and the post office and customhouse usurped the Monastery of San Francisco, the National Institute is in the Jesuit College, a liquor dispensary occupies the famous Monastery of Santo Domingo, and a cheap theater is in another dignified religious edifice.

"The central plaza is not beautiful now. The earthquake partly ruined the imposing cathedral to the east; the Chinese, as a memorial, have built a number of pagoda-like buildings to the north; the dignified Centennial Building occu-

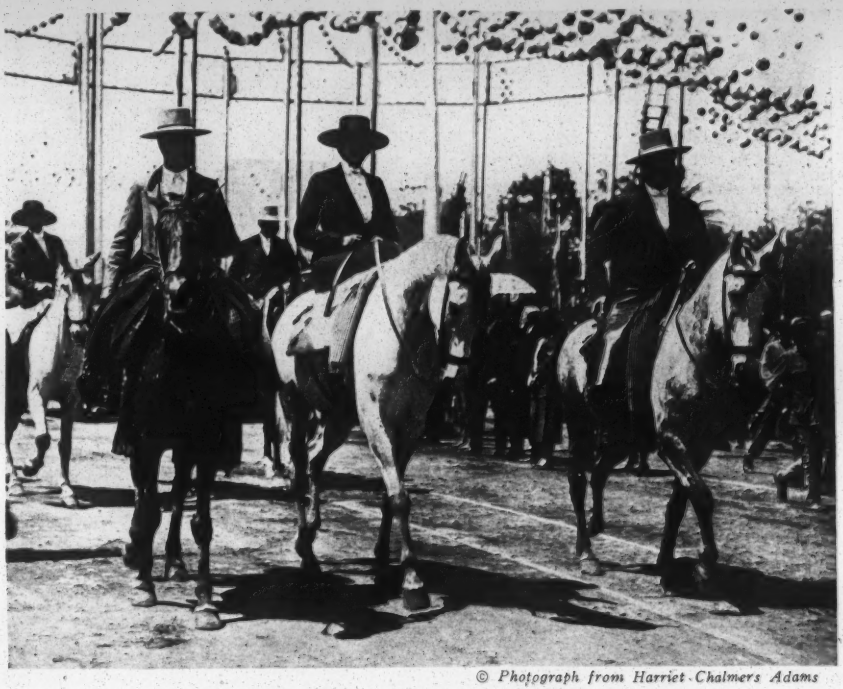
held amid unrivaled splendor. Elaborate water processions were among the amusements offered to attract visitors.

Chinese of Java Gather at the Soerabaya "Jaarmarkt"

Even before the great days of Venice, however, fairs were popular. In the Book of Esther in the Bible we read of a great industrial exhibit organized by King Ahasuerus at Shushan, where gorgeous velvet hangings and marble tiles were displayed and guests were given drink in vessels of gold.

This Oriental gathering is probably equalled in color, if not in richness, by the annual "Jaarmarkt" at Soerabaya in the Dutch East Indies. This is an outgrowth of an early Chinese fair and is largely patronized by the wealthy Chinese of Java. Here East meets West in the common field of international trade. Since the World War the frontiersmen of commerce are pushing their way to the corners of the earth and the trade fair is their gathering place.

Bulletin No. 2, April 22, 1929.



© *Photograph from Harriet Chalmers Adams*

THE QUEEN OF SPAIN AT SEVILLE DURING FAIR WEEK

Opening of the Spanish-American Exposition at Seville was postponed because of a death in the royal family. The United States has built a beautiful main building in Spanish style for the use of exhibits during the exposition. After the fair it will become the residence of the American consul.

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Lacking Coal, France Encourages Electrification of Railroads

ELECTRIFICATION of railways proceeds everywhere in the world. In the United States 1,800 miles of railroad line (4,000 miles of tracks) have been electrified.

Certain European countries have pushed electrification rapidly, and on the basis of comparative trackage some can show more rapid growth in this direction than the United States.

More than 500 miles of French railroads, formerly traversed by the steam engine, have been electrified. Almost simultaneously with the electrification of a portion of the Illinois Central in the vicinity of Chicago came the report from Orleans, France, that the first through electric train arrived from Paris, 75 miles northeast of the "City of Joan of Arc." The train was drawn by an American-made electric locomotive.

France Plans to Sell Current to Towns along Right-of-Way

Electric trains are not new to the inhabitants of either Paris or Orleans for the P.-O. (as the Paris-Orleans railroad is familiarly known to the Frenchman) has been electrified for 60 miles in the dense traffic sections in the neighborhood of both cities for several years, corresponding to the sections of the New York Central, the Pennsylvania, and the New York, New Haven and Hartford Railroads running into New York City.

The completion of the remaining 15 miles and purchase of new equipment were made possible by loans from the United States. The rapid increase in electrification in France is largely owing to the scarcity of domestic fuel and the high cost of coal transportation, particularly to the railroads and industries of the south and west.

In Germany, Switzerland, Norway and Sweden, where electric railroads are owned by the Government, power is generated for the road's use only. France plans to install equipment which will also supply light and power to cities and villages along the right-of-way, thus saving the enormous tonnage of coal used in electric power plants.

Paris has long desired to bring about economies in coal consumption by making use of the water supply of the central plateau. This desire dominated the movement to hasten the completion of the Paris-Orleans line.

No Competitive Lines Because Government Controls System

It is doubtful whether the roads in the north and east will adopt the change that is going on in other sections of the country. Their coal supply is near-by and no sources of water supply for the cheap generation of electricity are available, while the roads in the south and west are far removed from coal fields but have sufficient water-power facilities in the Pyrenees Mountains and the central plateau regions.

France has 21,000 miles of railroads. Each of the six systems serves a different region; therefore there is no competition. While an American stands in one of our huge union stations scanning time tables of several roads which will take him to his destination, the Frenchman has no choice, for there is only one route for him.

A tourist soon learns, upon landing at Cherbourg, that the State Railroad

pies another side; and the Portales, with little one- and two-story shops, complete the quadrangle. It is a curious picture of ruin, dignity, tawdriness, and pagodas.

"More interesting than the hodgepodge plaza is the old fruit woman who sits under a canopy on the corner of the square, with heaps of oranges, mangoes, aguacates (avocados), papayas, and melons piled about her, hobnobbing with all who pass, the people who for years have been her customers and friends.

The street paving is beyond mention. The best is like our old cobbled variety and the worst stops just short of impassable. The four-wheel coach, drawn by two dejected steeds, is still the usual mode of conveyance, although private motor cars have become common.

The Home of the Marimba Band

"Guatemala City needed paving, waterworks, and sewers after it passed through the ordeal that came to this capital in 1917. Steps were taken to remedy conditions. The city has many fine shops, comfortable clubs, at least two good hotels, the inevitable motion-picture theaters, where American films are shown, and marimba bands.

"The marimba, that queer African instrument which Guatemala made its own, has deep, rich tones, and produces profoundly stirring music. When one stands close by, the sound comes soft and mellow, but not lacking in volume, and when one hears it from afar there is the same surging, welling volume of harmony, often wildly barbaric, but always denoting some deep, half-dreamed primitive emotion."

Bulletin No. 3, April 22, 1929.

© *Photograph from Thomas F. Lee*

A DAY NURSERY FOR LITTLE GUATEMALTECOS OF THE CAPITAL

Mothers who work bring their children each morning to the Casa del Nino to be cared for and taught during their absence.

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Delhi, Capital of India

THREE branches of the government of India have been in session at one time in the new parliament buildings at Delhi.

In one hall the Indian Legislative Assembly met, in another the Council of State assembled, while in a third the Chamber of Princes convened.

Elected legislators represent the districts of India under the direct control of the British Government. The Governor General presides over the Council of State, numbering sixty members, about half of whom are elected. The princes are the independent rulers of 561 native states, big and small, scattered over India. They are allied with the British Government but are not subjects of the British crown. Assembled in their hall in the parliament buildings at Delhi, the princes discuss matters of common interest in relation to the government of India.

Modern Capital the Eighth City of the Delhi Plain

The parliament buildings are new jewels of Indian architecture added to the many fine structures of Delhi. It has been a city of magnificent buildings for many centuries. Within 12 miles of the city, remains of old walls, mausoleums, citadels, ancient monumental buildings, towers, colonnades, minarets and terraces, and traces of old streets and squares that were once the scenes of royal pageantry, recall the pomp of Delhi's past, which the writers of the day made feeble attempts to describe.

Modern Delhi is the seventh city to rise from the dusty Delhi plain. The earlier cities fell before marauding Afghans and Persians, and once felt the devastating hordes of Tamerlane, who swooped down upon the city from Samarkand and destroyed all that could not be taken away.

The eighth Delhi is rising south of the walled city. With plans for handsome government buildings, well-watered courts, churches, university buildings, and residences of government employes, bordering wide streets and numerous open spaces, its British builders hope to make New Delhi the model city of the East.

Builder of Taj Mahal Father of Native City

The seventh city is a monument to Shah Jehan, builder of the Taj Mahal at Agra, and the ruler who governed India from the famous peacock throne. In the handsome Imperial Palace which is still one of the show spots of Delhi, the Mogul sat with his feet on a golden platform and his arms and back resting on some of the world's most precious gems. A pearl-fringed canopy, supported by gem-encrusted pillars, was above his jewel-crowned head, while the ceiling of the room, in which the $30,000,000 chair reposed, gleamed with a handsomely decorated ceiling of sheet silver.

The palace is surrounded by a wall which separates it from the rest of the city. Beyond these ramparts there are narrow, crooked streets, now somewhat dilapidated, but in Shah Jehan's day many of the windows of bordering houses were filled with peering natives reviewing the gold-spangled, royal elephants trudging in procession in honor of the ruler.

In these streets and the wider ones there is a jumble of types of men and women—the yellowest, blackest and brownest-skinned medley of people in the brightest colors. The long-haired, savage-looking Afghan is here from the "For-

provides the only rail transportation to Paris. When he reaches Paris, he learns that to tour the Rhine country he must patronize the Est; while the Paris-Orleans and Midi runs to the Spanish frontier, the Paris, Lyons and Mediterranean to Marseille and the Riviera, and the Nord to Calais and Belgian points.

The Nord boasts some of the fastest trains in the world. The Golden Arrow Express, running between Paris and Calais, which was established a few years ago, covers 186 miles in 180 minutes, while the Paris-Brussels express trains travel 230 miles in 225 minutes.

Nord Replaces War-Wrecked System Four Months After Armistice

More than 1,400 miles of Nord tracks fell into the hands of the Germans during the war. Eight viaducts, 811 bridges, 5 tunnels, 338 railway stations, and 115 water reservoirs along the right-of-way were destroyed. But through skillful management and government aid all lines of the railroad were again in operation four months after the Armistice was signed.

As a part of its reconstruction program the railroad provided communities for its workers. Eleven thousand homes were built by the company for its employes. The largest community is at Tergnier, France, where there are 1,300 homes, a library, halls, theaters, schools and other facilities for the health and happiness of employes and their families.

Bulletin No. 4, April 22, 1929.

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A TEST OF STRENGTH BETWEEN ELECTRICITY AND STEAM

This picture, taken late in the evening, shows two big steam locomotives being driven helplessly down track by one gearless electric engine.

bidden Kingdom," for Delhi is a good market for Afghan goods. The Hindu is singled out by his beturbaned head and long, white gown. Sikhs in uniforms, with their long hair hidden beneath enormous colored headcloths, add a military touch to the street. Then there are the Moslems, all in white, who seem to predominate in the Indian capital.

Colorful Chandni Chauk Is Delhi's Main Boulevard

Chandni Chauk is the Fifth Avenue of the capital. The thoroughfare, which is about 100 feet wide, runs from the palace wall through the city to the steps that lead to India's largest mosque, Jumma Musjid. The first floors of the two-story buildings that line the thoroughfare are stall-like shops where artists work wonders with precious metals. In one stall, a half-naked native works gold and silver into long strands. In the next stall, these strands are woven into delicate fabrics, and in the next there is a jeweler mounting precious stones in much the same manner that his great-great-grandfather did for the earlier Indian princes.

Bulletin No. 5, April 22, 1929.

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HOW THE WEST MEETS THE EAST IN INDIA

Occidental motion pictures are shown before audiences of many oriental nations. This advertisement for a current "thriller" is passing before the crowded steps of the great mosque at Delhi. During the afternoon these steps become a bustling bazaar draped with silks and cluttered with pottery.